

# **Overview of the Southern African Region**

# Country Representation

- Namibia
- Botswana
- South Africa
- Mozambique



# Overview

- Economic powerhouse of Africa
- Technological leaders in many fields
- Stable political climate
- Good infrastructure – Ports, Road, Rail & Air
- Geographic location on shipping trading routes  
( Botswana excluded )
- Abundance of mineral wealth
- Low input costs – labour, electricity, water
- Self sufficient in food production
- Major tourism destination

# **Ports of the Southern African region**



# The ports of Walvis Bay and Luderitz



# Walvis Bay

- Namport established 1994 after independence (NPA act 2 1994 )
- Fully commercialised, State owned company
- N\$ 230m invested in past 6 years ( dredging, quay walls, equipment )
- Quaylength of 1440m comprising 8 berths
- Draft of 10,6m to 12,8m
- The port handles 2m tons per annum of which 800 000 tons is liquid bulk
- 35% cargo handled by Namport
- 65% cargo handled by private sector

## Products (Containers, bulk, breakbulk )

Bulk salt  
Bulk fluorspar  
Grain  
Coal  
Sulphur

Lead/copper concentrates  
Frozen fish  
Fishmeal  
Granite



# Luderitz

- Quaylength of 500m
- Draft of 8,6m
- The port handles ½m tons per annum

## Products

Petroleum

Frozen fish

# The port of Saldanha Bay



# Saldanha Bay

- Saldanha Bay handles approx 30m tons per annum
- 1 Oil terminal berth length 365m and draft of 21,5m
- 2 Iron ore terminals with berth length of 630m and draft of 21,5m
- 3 Multi purpose berths with length of 874m and draft of 12 – 13,4m

## Products

Iron ore

Crude oil

Petroleum

Steel

Granite

Lead/copper/zinc concentrates

# The port of Cape Town



# Cape Town

- Cape Town has the largest fruit export terminal in Southern Africa
- The container terminal has 5 berths with 6 cranes and draft of 14m
- 6 general cargo berths with 35 cranes of 4 –15 tons and draft of 12.9m
- 2 Combi berths for general and container cargo with a draft of 12.9m
- Private terminal for the handling of fish
- Private terminal handling fruit

## Products

350 000 cont per year

Fruit

Fish

Petroleum

Steel

Granite

Cement

Barley

Malt

# **The port of Port Elizabeth**

# Port Elizabeth

- The container terminal has 3 berths with 4 cranes and draft of 12,2m
- 5 general cargo berths with cranes of 4 –15 ton capacity
- 2 bulk berths for handling 1.5m tons of iron ore per annum
- 1 berth for handling petroleum product
- Private terminal with 1 berth for handling fruit

## Products

150 000 cont per year

Fruit

Fish

Petroleum

Iron ore

Steel

Timber

# **The port of East London**



# East London

- 7 combi/general berths for general cargo and containers with 12 cranes of 4 -15 tons and draft of 8,5 – 10,4m
- 1 maize berth with 83 silos of total storage of 76 000 tons and a draft of 12.9m ( Export only but can be converted to import )
- Car terminal with an undercover parking capacity of 2 800 vehicles

## Products

Maize

Wheat

Rice

Wax

# The port of Durban



# Durban

- Durban is the busiest port in Southern Africa and handles approx 39m tons per annum
- The container terminal has 8 berths with 11 cranes and draft of 12.8m
- 45 general cargo berths with cranes of 4 –15 tons and draft of 6.4 - 12.9m
- 4 bulk berths for bulk cargo with a draft of 8.9 – 12.5m
- 11 private sector terminals
- 1 private terminal with 2 berths for handling fruit
- A car terminal which currently handles 80 000 vehicles per annum

## Products

1m containers per year  
Most bulk commodities  
Fruit

All breakbulk commodities  
Motor vehicles

# The port of Richards Bay



# Richards Bay

- Richards Bay handles approx 110 tons per annum
- 5 berths for coal exports with a draft of 18,7m
- 1 berth for chemicals with a draft of 13.7m
- 9 berths for general cargo with a draft of 14.2 – 18.7m
- 5 berths for other bulk products with a draft of 14,2 – 18,7m

## Products

Coal

Ferro alloys

Pig iron

Wood chips

Granite

Steel

Aluminium

Paper

# The port of Maputo



# Maputo

- General cargo berths totalling 440 m with 35 cranes of 3 to 5 ton capacity and 1 crane of 60/80 tons
- The container terminal has 300m of berths with 2 cranes and draft of 9.4m
- Sugar terminal with a capacity to handle 600 000 tons per annum
- Citrus terminal for the export of Zimbabwean and South Africa citrus
- Coal terminal with the capacity to handle 20 wagons per hour
- Oil terminal which handles 2m tons of petroleum per annum
- Grain terminal of 3 silos of 10 000 tons each with a capacity to handle 400 000 tons per annum

## Products

35 000 cont per year

Fruit

Grain

Petroleum

Sugar

Coal

# The port of Beira



# BEIRA

- 4 berths for containers with 2 x 40 ton gantry cranes and a draft of 11m
- 3 general cargo berths with 25 cranes of 3 – 5 tons and draft of 6.8 – 9.2m
- Mobile bulk handling unit of 200 tons per hour and 6 bagging units
- Oil terminal with 1 berth and a draft of 13m
- Coal terminal with a storage capacity 150 000 cubic metres
- Fruit handling terminal with a capacity for 1 100 tons

## Products

Molasses

Edible oils

Granite

Copper

Fruit and vegetables

Coal

# The port of Nacala

# NACALA

- 2 berths for containers with 1x 22 crane with a draft of 25m
- 4 general cargo berths with a draft of 7 – 9.7m
  - 1 x 20 ton crane
  - 1 x 10 ton crane
  - 7 x 5 ton cranes

## Products

Containers

Cashew nuts

Wheat

Fertilizer

Timber

Maize

Coal cement

# **Rail infrastructure of the Southern African region**

# SADC Railroads

## Organisations

Spoornet ( South Africa )

Botswana Railways

Transnamib Railways ( Namibia )

CFM ( Mozambique )

# Railroads

## ➤ Track network

Spoornet	20 000 kms
CFM	2 508 kms
Namibia	2 400 kms
Botswana	971 kms

## ➤ Rolling stock ( wagons )

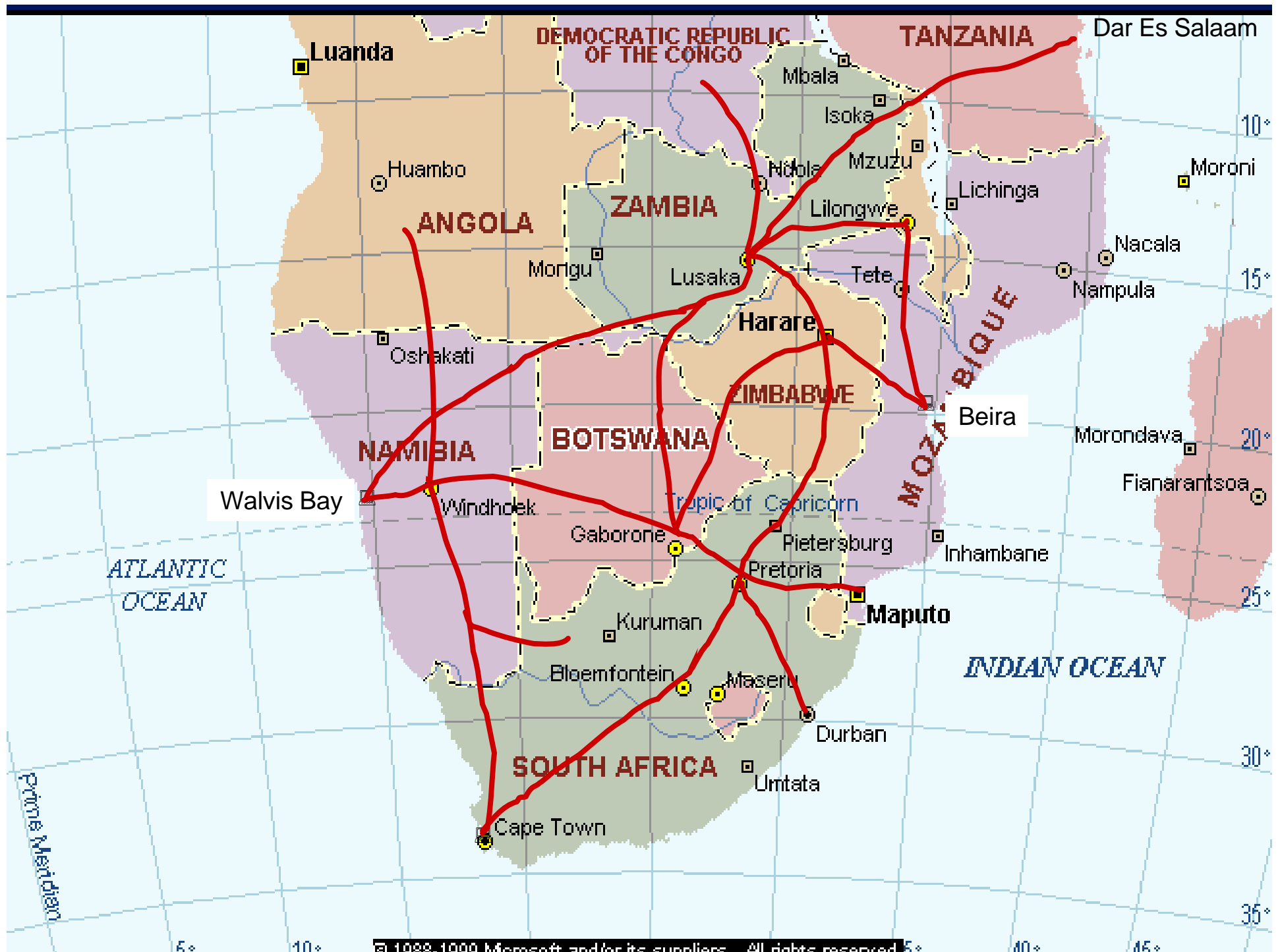
Spoornet	Specialised grain	5420
	Grain	2150
	Open	1000
	Containers	1000
	Capacity	44 tons
CFM	Unit trains	36 wagons
	Open	4500
	Capacity	35 tons
Transnamib	Unit trains	35 wagons
	Specialised Grain	150
	Open	300
	Capacity	44 tons
	Unit train	28

# Railroads

- Auxilliary equipment
- Major traffic corridors
- Logistics Service providers
- IT enablement
- Opportunities

**Road transport infrastructure  
of the  
Southern African  
region**





# Road Transportation

- Road structure well developed to major centres
- All major centres connected by minimum two corridors
- Johannesburg is major transport hub
- Vehicle GCM of 56 000 kgs
- Legal payload limit of 36 000 kgs
- Policed by weigh stations ( insufficient )
- Capacity limited only to sustainable business opportunities

# Transportation corridors

- East coast – West coast corridor  
Maputo to Walvis Bay connected by Trans-Kalahari Highway
- South – North corridor  
Cape Town and Durban to Democratic Republic of Congo in the north

**CONCLUSION**

# Challenges experienced by the region

- Delays at the border crossings
- Documentation not standardised between regions
- Autocratic Officialdom
- Non standardised vehicle regulations
- Rail demand more than capacity ( South Africa )
- Non availability of locomotive spares
- Lack of bulk offloading facilities in Malawi, DRC, Zambia
- Namibian lack of sufficient equipment to move large tonnage
- Lack of silo facilities in Namibian ports
- Lead time for manufacture of new equipment

**THANK**

**YOU**